

Message Text

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FM AMEMBASSY DAR ES SALAAM

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SUBJ: PORT CAPABILITIES--DAR ES SALAAM AND TANGA

REF: (A) STATE 220047 (NOTAL); (B) NAIROBI 8659 (NOTAL); AND
(C) DAR ES SALAAM A-179

1. KNOWLEDGEABLE SOURCES IN EAST AFRICAN HARBOURS CORPORATION, NATIONAL MILLING CORPORATION (NMC IS SOLE IMPORTER OF GRAIN INTO TANZANIA), AND SHIPPING COMPANIES PROVIDE FOLLOWING ANSWERS TO QUESTIONS RAISED IN REFTEL REGARDING PORT CAPACITIES TO HANDLE DRY BULK CARGOES:

2. DAR ES SALAAM.

A. NO GRAIN ELEVATORS OR SILOS AVAILABLE IN PORT AREA.

B. BULK CARGOES HAVE BEEN HANDLED IN FOLLOWING FASHION IN RECENT MONTHS: BULK COMMODITIES DISCHARGED WITH AID OF THREE "EVACUATORS" AND CRANES EQUIPPED WITH CLAM SHOVELS, WHICH DISGORGE CARGO INTO WAITING TRUCKS. COMMODITIES HAULED FIVE MILES AWAY ON LIGHTLY TRAFFICKED ROUTE TO NMC'S CHANGOMBE WAREHOUSES OR TO CHINESE PAVILION ON NEARBY EXHIBITION GROUND

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WHERE THEY ARE BAGGED. IN JULY EMBOFF OBSERVED OFF-LOADING OF SHIP

DELIVERING CORN AND FOUND OPERATION PROCEEDING SMOOTHLY GIVEN CONDITION OF EQUIPMENT AVAILABLE. EQUIPMENT IN PRESENT INVENTORY IS SUBJECT TO BREAKDOWNS AND LOCAL REPAIR CAPABILITIES JUDGED SLOW AND INADEQUATE.

C. BULK CARGOES CANNOT BE BAGGED ON PIER AND, IN VIEW OF (B) AND (D), DO NOT RECOMMEND THAT THEY BE BAGGED ON SHIP.

D. BULK CARRIERS, THIS SUMMER, HAVE BEEN DISCHARGED AT UP TO 2,000 TONS PER 24-HOUR DAY WHEN COMMODITY SHIPPED IN SELF-TRIMMING BULK GRAIN CARRIERS. ON FEW OCCASIONS COMMODITIES HAVE ARRIVED IN CONVERTED OIL TANKERS WHICH, BECAUSE OF NOOKS AND CRANNIES IN HOLD, ARE MORE DIFFICULT TO EMPTY AND, CONSEQUENTLY, AVERAGE DISCHARGE RATE CUT TO ABOUT 1,000 TONS PER DAY.

E. DRAFT LIMITATIONS.

(I) CHANNEL AT ENTRANCE OF HARBOR: 333 FEET HIGH TIDE, 25 FEET LOW TIDE (NOTE, CHANNEL SO ENGINEERED THAT TWIN-SCREW SHIP LONGER THAN 600 FEET NOT PERMITTED TO ENTER HARBOR. SAME PROHIBITION APPLIES TO SINGLE-SCREW SHIPS LONGER THAN 575 FEET.)

(II) SHIPS CAN DISCHARGE (INTO LIGHTERS) IN STREAM FROM SHIP WITH DRAFT OF 30 FEET.

(III) MAXIMUM DRAFT AT QUAY SIDE: 29 FEET.

F. NORMAL WAITING TIME TO BERTH IS 14-20 DAYS. HOWEVER, GRAIN SHIPS HAVE RECEIVED PRIORITY BERTHING, I.E. FIRST AVAILABLE BERTH.

G. HARBOURS CORPORATION OFFICIAL SUGGESTS BULK HANDLING OF COMMODITIES IN MOMBASA COULD BE ORGANIZED ROUGHLY SAME AS IN DAR AND, THEREFORE, INCREASE RATE OF DISCHARGE. OFFICIAL NOTES THAT MOMBASA, LIKE DAR, HAS THREE "EVACUATORS"--- SUCTION-LIKE DEVICES WHICH PULL GRAIN OUT OF SHIPS MUCH MORE QUICKLY THAN BAGGING OPERATION.

3. TANGA:

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A. NO GRAIN ELEVATORS OR SILOS AVAILABLE IN PORT AREA. (NOTE IS MADE, HOWEVER, NEARBY JETTY USED TO DISCHARGE RAW MATERIALS FOR TANGA FERTILIZER PLANT. BELIEVE IT WOULD BE DIFFICULT TO CONVERT AND CLEAN EQUIPMENT FOR USE IN DISCHARGING GRAINS.)

B. BULK CARGOES MUST BE BAGGED ON BOARD SHIP AS SHIPS MUST ANCHOR IN STREAM AND DISCHARGE INTO LIGHTERS. TANGA DOES NOT HAVE BERTHING FACILITIES FOR SHIP WITH DRAFT OVER EIGHT FEET.

C. ONLY ONE BULK CARRIER HAS DISCHARGED IN TANGA IN RECENT MEMOR--
A SHIP CARRYING WHEAT LAST APRIL. RATE OF DISCHARGE VARIED BETWEEN
750-1,000 TONS PER DAY. HOWEVER, NMC OFFICIALS NOTES THAT PORT
WORKERS, WHO KNEW AT TIME TANZANIA'S STOCKS OF GRAIN WERE NEAR
ZERO, MAY HAVE WORKED PARTICULARLY HARD TO INSURE BREAD WAS
AVAILABLE LOCALLY. HE DOUTS THAT UPPER LIMIT COULD BE OBTAINED
NOW.

D. DRAFT LIMITATIONS: INNER HARBOR: 31 FEET MAXIMUM. OUTER
HARBOUR: 45 FEET MAXIMUM.

E. TANGA, LIKE DAR ES SALAAM, PERMITS PRIORITY STREAM BERTH
FOR BULK CARRIERS. CONSTRAINT IN TANGA IS LIGHTERS. PORT
HAS 35 IN USE WITH CAPACITY OF UP TO 250 TONS. TOTAL LIGHTER
CAPACITY IS 7,000 TONS. GENERALLY SPEAKING, PORT OF TANGA CAN
ONLY HANDLE FORU SHIPS AT ONE TIME ALTHOUGH THERE IS BERTHING
SPACE FOR EIGHT SHUPS IN INNER HARBOR.

4. SUGGEST AID, WHEN ASSEMBLING ANSWERS TO QUESTIONS RAISED IN
REF A, APPRECIATE THAT RAILROAD POSES MAJOR BOTTLENECK OF MOVING
BULK COMMODITES OUT OF DAR ESSALAAM AND TANGA. THIS POINT DIS-
CUSSED, IN PART, IN REC C. ROAD SYSTEM IS A POSSIBLE
ALTERNATIVE, BUT AVAILABILITY OF ROAD TRANSPORT TIGHT AT THIS TIME
AND VERY DIFFICULT TO CONTRACT FOR IF HIGE QUATITIES INVOLVED
AND FINAL DESTINATION IS FOR POINTS OFF WELL-TRAVELED ROUTES.
CARTER

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